

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8392

號八十月十年二統宣

TUESDAY, NOVEMBER 29, 1910

二拜禮

號九十月一十英港香

336 PER ANNUM.
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$1,000,000 at 1/2 = \$1,000,000
Silver \$1,000,000 at 1/2 = \$1,000,000
RESERVE LIABILITY OF PROPERTIES \$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.,—Chairman.
Robert Shaw, Esq.,—Deputy Chairman.
F. H. Armstrong, Esq.,
Andrew Forbes, Esq.,
G. Fricland, Esq.,
Hon. Mr. Henry Keswick,
G. E. Lumsden, Esq.,
S. A. Levy, Esq.,
W. Lobb, Esq.,
W. Logan, Esq.,
C. H. Macdonald, Esq.,
H. A. Slade, Esq.,

MANAGER:
Hongkong—J. R. M. SMITH.

Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Acting Chief Manager,
Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000
RESERVE FUNDS £1,000,000
RESERVE LIABILITY OF PROPERTIES £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

W. M. DICKSON,
Manager,
Hongkong, 25th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS 10,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HAMBURG, SHANGHAI, HANKOW, TIENTSIN, PEKIN, NEWCHANG, DALNY, PORT ARTHUR, ANTUNG, LIOWANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.

On Fixed deposit—
For 12 months 4 1/2 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

TAKAO TAKAMICHI,
Manager,
Hongkong, 27th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels. 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama, Shanghai, Hongkong.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Preussische Bank (Preussische Bank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Evliya Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
M. A. von Rothschild & Soehne,
F. A. H. Stumm,
Goldschmidt Bank in Hamburg, Hamburg,
Sa. Oppenheimer & Co., Koeln,
Bayerische Hypothek und Wechselbank,
Munich.

LONDON BANKERS:
Messrs. H. M. ROBERTSON & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager,
Hongkong, 2nd March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,500,000
RESERVE FUND Gold \$3,500,000

(about £1,500,000.)

HEAD OFFICE—60 Wall Street, New York.

LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.,
THE CAPITAL & CREDIT BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 5 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.
For 6 " 3 1/2 " "
For 3 " 3 " "

N. S. MARSHALL,
Manager,
No. 9, Queen's Road Central,
Hongkong, 26th September, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
C. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
G. R. Buckhill, Esq.,
J. A. Watte, Esq., Managing Director,
A. J. Hughes, Esq., Secretary,
S. B. Nelli, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force \$37,855,885.00
Assets 8,415,450.00
Income for Year 3,566,559.00
Insurance Fund 8,215,613.00

LEFFERTS KNOX, Esq., Hongkong,
District Manager,
B. W. TAPE, Esq., Canton, Macao
District Secretary,
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:
Sir Paul Chater, Kt., G.M.G.,
T. F. Hough, Esq.,
O. J. Lafont, Esq.,
Hongkong, 26th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now in a uniquely furnished and up-to-date in every respect. Situated in the most central position. Large and airy rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights and Fans. Large and comfortable lounge, Private and Public Bars and Billiard Rooms. PEACE, SUPERVISION, Sanitary arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for 10th and Dinner. Special Rates for married families on application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. Lyons (Trocadero),
Leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colon, etc.

Telephone No. 107.
Telegraphic Address "Comfon" Hongkong.
Hongkong, 12th September, 1910.

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATE named—

FOR STRAITS TO SAIL ON REMARKS

LONDON and ANTWERP via SINGAPORE, PEN NG, COLOMBO, PORT SAID, and MARSEILLES.....

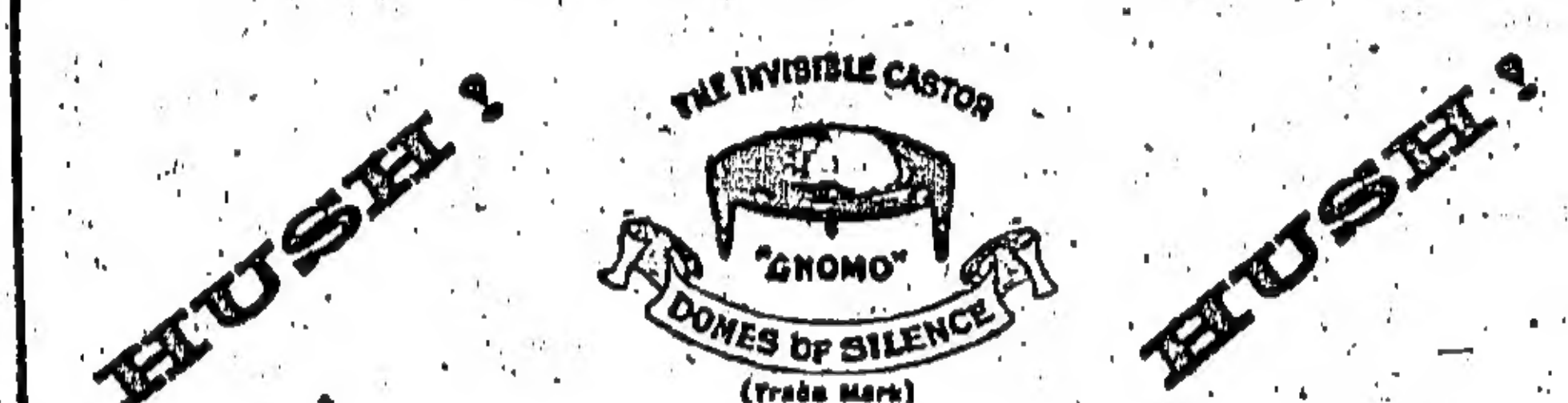
SHANGHAI, MOJI, KOBE, NIPON, and YOKOHAMA.....

SHANGHAI.....

LONDON, &c., via usual Ports {ASSAYE, Capt. Owen Jones, R.N.R.}

For Further Particulars, apply to E. A. HEWITT, 5, Upper Macao St., Hongkong, 21st November, 1910.

Intimations.



THE DOMES OF SILENCE

MAKE YOUR FURNITURE GLIDE DOUBLE THE LIFE OF YOUR CARPETS

35 cents FOR FOUR.

LANE, CRAWFORD & CO.

KUPPER PILSENER BEER.

THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 24th October, 1910.

Hotels.

WEISMANN'S

FRESH GRAPES.

Hongkong, 25th October, 1910.

HOTEL CRAIGIEBURN.

FLUNKY'S GAR, the PEAK, near the TRAM TERMINUS Tel. 56

For T. & S. Co., apply to the

MANAGER.

Hongkong, 22nd July, 1910.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 28th November.

8.00 A.M. HONGKONG 8.00 A.M. KINSHAN 12.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 29th November.

8.00 A.M. FATSHAN 8.00 A.M. HONGKONG 10.00 P.M. HONGKONG 5.15 P.M. KINSHAN

WEDNESDAY, 30th November.

8.00 A.M. KINSHAN 8.00 A.M. FATSHAN 10.00 P.M. FATSHAN 5.15 P.M. HONGKONG

THURSDAY, 1st December.

8.00 A.M. HONGKONG 8.00 A.M. KINSHAN 12.00 P.M. KINSHAN 5.15 P.M. FATSHAN

FRIDAY, 2nd December.

8.00 A.M. FATSHAN 8.00 A.M. HONGKONG 10.00 P.M. HONGKONG 5.15 P.M. KINSHAN

SATURDAY, 3rd December.

8.00 A.M. KINSHAN 8.00 A.M. FATSHAN 10.00 P.M. FATSHAN 5.15 P.M. HONGKONG

SUNDAY, 4th December.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI", 1,131 Tons and "SUI-AN", 1,165 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 1 P.M.

On SUNDAY, the 4th DECEMBER, 1910.

The Company's Steamship "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 5 P.M.

FARES:
1st Class Return \$1, Single \$1.50, and Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG", 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 1 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM", 528 Tons, and "HAINING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "San". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL) QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new management. Large and comfortable rooms, excellent cuisine under the supervision of an experienced FRENCH CHEF, and separate tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor, N. BEUMENTHAL, Manager.

Telephone, 270. Telegrams "Astos."

THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run as is proven by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time.

CAUTION—Beware of shoddy renovated old Remingtons, sometimes put up in original packing, which are on the market for sale. They are offered at low prices and apparently new but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON, SIENSSON & CO., (Machinery Dept.)

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL ON |
|--|--|-------------------------------------|
| NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "LUTZOW" Capt. H. Wibel (T. 17,350) | WEDNESDAY, 3rd Nov., at Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "PRINZ LUDWIG" Capt. F. v. Binzer (T. 18,300) | About WEDNESDAY, 3rd November. |
| MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. Leis (T. 6,000) | SATURDAY, 3rd Dec., at Daylight. |

KOBE and YOKOHAMA "GOEBENZ" About TUESDAY,
13th December.

KODAT and LANDAAN "BORNEO" Middle of
December.

All the steamers of the Imperial German Lines are fitted with Wireless Telegraphic, Nav. System & Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 2nd November, 1910.

Intimations.

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARE, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable.

Hongkong Hotel Buildings.

IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR, who have experience and expert knowledge.

If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,

Hotel Buildings, Hongkong. Established 1867.

GENTLEMEN,

WE HAVE SOMETHING TO SUIT YOU!

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. (Dress Neck-Ties, White and Black.

HOOSAIN-ALI & CO.,

No. 14, QUEEN'S ROAD CENTRAL
Hongkong, 19th November, 1910.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles \$3.30

Dozen 3.25

Case 50 Bottles 11.50

Case 60 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th Feb., 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

107, QUEEN'S STREET,
HONGKONG.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application. Coast Port Orders carefully executed.

Hongkong, 6th September, 1909.

KWONG FUNG YUEN,

HEAD OFFICE—No. 23, Des Voeux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Fir, Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

107, QUEEN'S STREET,
HONGKONG.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft. Docking Length.....376 ft. Docking Length.....481 ft.
Width of Entrance... 80 " Width of Entrance... 50 " Width of Entrance... 63 "
Water on Blocks..... 28 " Water on Blocks... 26 " Water on Blocks..... 21.5 "

Moorings basin 600 feet x 100 feet x 15 feet deep.

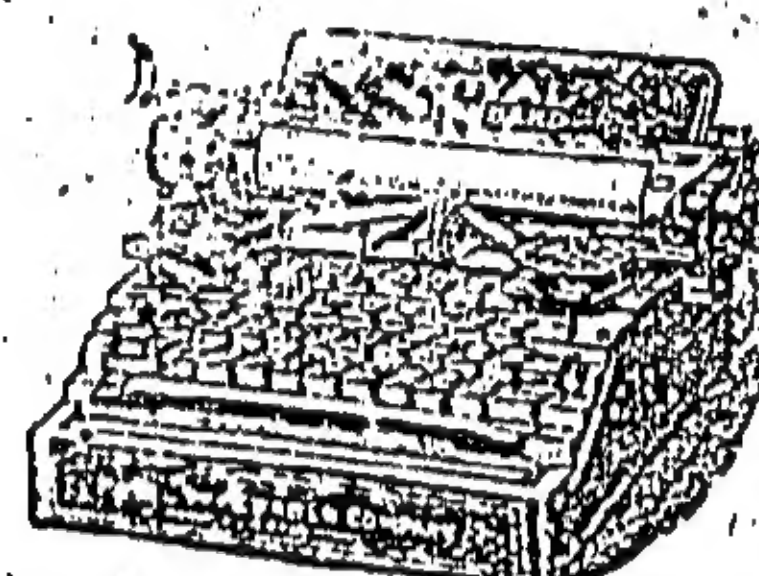
EVERY description of repair work is undertaken. A large assortment of material including tail shafts and repair stock. Two powerful derricks, floating derrick to lift 45 tons, pneumatic, electric, hydraulic, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midway Office 533, or 575; Customs Branch Office 1322, Takashimacho Office 294, or 305; Trifancho Office 2151.

100 bu. bins, principally of brick and steel, 358 containers. 13 buildings are private bonded warehouses. Floor area 73,313 square yards or 1545 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45,101 derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

— TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHENWAN TOMES & CO.,

General Managers.

Hongkong, 15th Sept., 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
FROST, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes.

SHENWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1908.

F. BLACKBURN & CO.,

SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUNDED FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAILIES PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR BOOTH
WHISKY, &c.

ALWAYS IN STOCK

AT

REASONABLE PRICES

EVERY KIND OF
SHIP'S STORES AND REQUISITES

"...at the lowest prices."

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

LAU PING KEE.

DEALER IN
USED POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

HAS also a large assortment of XMAS and NEW YEAR CARDS in stock. Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central,
Hongkong, 3rd November, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE
at the Premises formerly occupied by
"A CHEE & CO."

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 2nd Nov., 1910.

1910.

1910.

1910.

1910.

ROBBER ESTATE RETURNS.

| | Sept. | Oct. | Jan - Oct. |
|----------------------------|--------|--------|------------|
| Allagar | 3,600 | 8,555 | 12,157 |
| Alor Pongau | 2,618 | | 12,157 |
| Alma | 1,100 | | 4,850 |
| Anglo Malay | 59,162 | | 464,118 |
| Ayer Kuning | 320 | 400 | 2,186 |
| Ayer Mokk | 2,168 | | 11,058 |
| Ayer Panas | 1,150 | | 4,339 |
| Balgonville | 7,051 | 8,481 | 81,818 |
| Batak Rabbt | 1,300 | | 3,835 |
| Banteng | 4,113 | | 19,307 |
| Batu Caves | 14,718 | | 104,070 |
| Batu Tiga | 9,602 | | 61,870 |
| Berom | | 1,100 | 1,100 |
| Bertam | 10,350 | | 83,893 |
| Bikam | 3,145 | | 16,767 |
| Brieh | 1,675 | | 5,891 |
| Bukit Kajang | 5,293 | 5,664 | 4,458 |
| Bukit Rajah | 16,311 | | 308,965 |
| Bukit Lintang | 4,700 | 4,750 | 34,710 |
| Bukit Timah | 1,422 | 1,357 | 5,218 |
| Bukit K. B. | 612 | | 1,605 |
| Caray United | 12,350 | | 16,559 |
| Castlefield | 5,047 | | 31,054 |
| Changkat Serdaeng | 3,142 | 2,955 | 29,141 |
| Changkat Salak | 2,157 | 2,304 | 9,464 |
| Cheng | 950 | | 950 |
| Cleely | 15,145 | 15,126 | 107,317 |
| Consolidated Malay | 23,035 | | 129,920 |
| Caledonia | 25,000 | | 179,127 |
| Chunmor | | | 2,774 |
| Chersonese | 2,385 | | 10,610 |
| Chota | | 100 | 100 |
| Damansara | 93,190 | | 258,100 |
| D. minlon | | 400 | 440 |
| Edinburgh | 6,200 | 2,000 | 61,950 |
| Federated (Selangor) | 17,018 | | 91,143 |
| F.M.S. Rubber | 14,145 | | 42,862 |
| Gedong | 32,000 | | 117,103 |
| Glenashly | 2,131 | 1,004 | 11,665 |
| Glenashly | 4,784 | | 19,493 |
| Golden Hope | 9,180 | | 51,281 |
| Goldenda | 15,073 | | 104,126 |
| Gula Kalumpung | 10,000 | 10,000 | 32,800 |
| Hai Kee | 720 | | 2,503 |
| Hampden | 12,000 | | 57,930 |
| Hayer | 599 | 608 | 2,174 |
| Heawood | 1,168 | 1,374 | 6,361 |
| High. & Lowlands | 43,173 | | 371,843 |
| Inch Kenneth | 12,895 | | 112,481 |
| Indragit | 701 | | 4,401 |
| Jimbah | | | 109 |
| Jagra | 9,511 | | 60,583 |
| Jebong | 21,880 | 21,880 | 185,350 |
| Kapur Para | 17,118 | | 97,816 |
| Kamualing | 8,940 | 9,100 | 137,412 |
| Kempsey | 1,099 | | 27,134 |
| Kepong | 4,711 | 5,511 | 31,659 |
| Klebang | 2,5 | | 723 |
| Kota Tinggi | 670 | 500 | 4,998 |
| Kuala Klang | 3,181 | | 16,191 |
| Kura | 3,141 | 3,007 | 13,755 |
| Krian Rub. Est. | 3,870 | 41,000 | 19,554 |
| Kuala Lumpur | 49,216 | | 401,285 |
| Kuala Selangor | | 7,000 | 7,000 |
| Labu | 10,645 | 10,100 | 16,160 |
| Lacodro | 3,097 | | 26,837 |
| Ledbury | 10,613 | | 81,521 |
| Lingit | 78,000 | 82,000 | 69,500 |
| London Asiatic | 18,678 | | 117,287 |
| Malaka Pinda | 454 | | 781 |
| Malacca Plant | 32,000 | | 210,700 |
| Mandal Tekong | 470 | 723 | 1,144 |
| Merton | 2,278 | | 11,671 |
| New Serendah | | 711 | 7,711 |
| New Singapore | 60 | | 220 |
| North Hummock | 7,403 | | 41,018 |
| Novo Scotia | 17,500 | | 85,475 |
| Padaeng Jawa | | 900 | 910 |
| Pajam | 3,500 | 3,600 | 25,300 |
| Pataling | 17,654 | | 234,011 |
| Pegoh | 5,204 | 5,571 | 35,191 |
| Pengkalan Darian | 1,156 | | 2,552 |
| Perak Plant | 13,241 | | 93,133 |
| Port Dickson | 1,085 | 1,150 | 6,479 |
| Radella | | 1,134 | 8,569 |
| Rambra | 1,438 | | 6,858 |
| Riba Rubber | 6,679 | | 47,846 |
| Rubana | 20,000 | | 110,719 |
| Ratanul | 2,050 | 2,500 | 14,104 |
| Sengat | 6,415 | 9,200 | 63,374 |
| Salaba | 8,078 | | 49,508 |
| Sungai Choh | 5,353 | | 16,413 |
| Sungai Kapar | 4,656 | | 120,256 |
| Sundeyoff | 8,717 | | 67,102 |
| Seaford | 21,095 | | 135,504 |
| Selangor | 16,218 | | 237,797 |
| Sembawang | 653 | 518 | 2,006 |
| Seremban | 8,306 | | 46,908 |
| Shelford | 11,700 | | 69,301 |
| Sipore & Johore | 12,664 | | 85,915 |
| Singapore Para | 5,275 | 5,250 | 49,575 |
| Straits Rubber | 39,500 | | 195,840 |
| Sungai Salak | 4,656 | | 2,515 |
| Sungai Way | 1,134 | | 8,569 |

Intimations.

Wm. Powell, Ltd.,

Alexandra Buildings.

NOW SHOWING

NEW AUTUMN.

GOODS...

LADIES'...

COSTUMES...

COATS...

EVENING...

CLOAKS...

A LARGE VARIETY

OF CHILDREN'S

HATS,

COATS,

SHOES,

ETC., ETC., ETC.

Wm. Powell,

LTD.

Alexandra

Buildings.

Malnutrition in Children.

A GRAVE CONDITION READILY REMEDIED

The great physician Sir William Broadbent, once declared that "for one child that dies, the c. restitutions of half a dozen are ruled by the same conditions which caused the death of the infant."

These words cannot fail to impress every father and mother, especially when they notice that their children are not making that progress which the little ones ought. Unfortunately, this lack of progress is only too common among the children who are born in China. The result is that their parents are always anxious to send them home to England at the first possible opportunity.

These children always present a typical appearance, with their pale complexion and languid movements, for they exhibit none of that energy or desire to play which should characterize every normal youngster and they have none of the bright look in the eye or vigorous, alert mentality, ever seeking for information, which are so characteristic of healthy children.

Many of these children, as they grow, either gain in weight very slowly, or do not gain at all. The result is that they get lost and less well nourished as the days pass, until they become seriously ill, and fears are entertained as to they may fall into what is commonly called "a decline."

The complaint from which these children suffer is often obscure in its origin, but that it is due to a malnutrition which interferes with the nutritive function is obvious at the first glance.

HOW TO RESTORE NUTRITION.
Happily, science has, in recent years, discovered a preparation which has so potent an effect in the cases, that it might almost seem as if it were a by magic. It consists of the body building material of pure milk, chemically combined with glycogen phosphate of sodium, a salt which enters largely into the composition of the brain, spinal cord, and nerves.

There two highly valuable nutritive substances which each other's action both on the nervous and physical side of the body, while they also bring about a rapid and remarkable improvement in the blood, increasing the number of the red blood corpuscles and their quality in a manner which is little short of extraordinary.

As the result of these varied actions, there is a great stimulative upheaval of all the body's natural functions. The evidence of this is, immediately, seen in many directions. Thus, the digestion rapidly improves, the appetite becomes keen and strong, the powers of assimilation are increased, and very soon the bones which were plainly visible all over the body are hidden by firm muscles and healthy fat, while the eyes brighten, the lips redden, the face becomes rosy, and the child resumes the normal activities of healthy, vigorous mental and physical life, and sleeps well and restfully.

Such children can successfully combat the difficulties inevitable to the tropical climate, and, provided ordinary precautions are taken, may remain with their parents without detriment to their health, and without the necessity of a separation which is an inevitable source of sorrow to all concerned.

PROOF OF A WONDERFUL CHANGE.

The preparation which works these wonders is Sanatogen. Every doctor knows its remarkable power to bring about the nutritive changes mentioned for they occur in adults who suffer from the evil effects of malnutrition just as they do in children, in many cases have been reported in the medical journals. From the "Medical Press and Circular" the following remarkable instance, which may be regarded as typical, is quoted: "A girl, aged three, had always been delicate and nervous, could not walk far on account of pain in her knees. Her height was 34 inches and her weight 32 lbs. Fifteen months before this time it had been 31 lbs. Although no organic or constitutional disease could be found, yet the almost stationary weight was a very suspicious point. The ordinary healthy child of her age should clearly have gained many pounds in the course of these fifteen months. She was ordered Sanatogen, one teaspoonful twice daily, and at once began to put on weight at an average of half a pound weekly. The error of our opinion, in this instance of obscure origin, appears to have been effectually remedied by simple dietetic treatment."

Similar treatment will invariably produce a similar result, so that for infants whose little ones are backward in growth or who do not develop with sufficient rapidity have thus a certain safe, and sufficient method at hand to put their children on the path of vigorous, healthy, normal growth and development. They have only to give Sanatogen and they will see an immediate unfolding of the latent possibilities of body and brain, which cannot fail to gratify their love and pride in the little ones.

An exceedingly interesting pamphlet, "How to Keep Well in Tropical Climates" which contains further information on this subject, and on other vital information, or all residents in China, will be sent, free, on application, mentioning the Hongkong Telegraph, to Messrs. W. & A. S. Watson & Co. Hongkong, from whom also Sanatogen can be purchased.

Sanatogen may be obtained of all Chemists and Druggists.

NOTICE

THE Business of Messrs. PERCY SMITH & FLEMING and Mr. J. HENNESSEY SETH in Hongkong and the Business of FLEMING and PERCY SMITH in Macao have been amalgamated as from the 1st of June last and will in future be carried on under the firm name of PERCY SMITH & FLEMING & FLEMING & HENNESSEY SETH, 5, Queen's Road, Hongkong, and FLEMING & HENNESSEY SETH, 5, Queen's Road, Hongkong, and FLEMING & HENNESSEY SETH, 5, Queen's Road, Hongkong.

ODDITIES IN LEATHERS.

The trade in certain oddities of skins has grown to such an extent that nowadays no American tanner of specialties is disappointed by any skin brought to him. Be it horse, curious fish or frog, elephant or seal, he handles it phlegmatically, and in the regular course of business. Until recently it was supposed that these unusual skins, those of special delicacy, at least, such as fish skins, had to be handled by special processes. Special tanneries, notably in Newark, N. J., one of the oldest seats of the tanning industry in America outside of the New York City "Swamp," are run up just for this purpose and prospered. But to-day all sorts of tanneries take anything that may come to them, and the specialists have become general tanners. At many of them the visitor, if he is there at an opportune time, may see a heap of snake skins, or those of sharks or alligators, perhaps even the skins of codfish, awaiting their turn with bales of hides that until yesterday covered fat and sleek cattle on hoof.

It almost seems, these days, as if leather could be made from the skin of anything that walks or crawls—as if the most unlikely creatures were the most profitable to the manufacturer. How many people know anything in particular about garfish, for example, or would ever think of garfish leather? Yet, in this branch of the leather trade of to-day, the garfish is a little king among creatures valuable for their skins, for somebody not long ago discovered that it had a skin which, under treatment and with proper polish, can be made to look precisely like ivory. A good many of the very costly jewel cases and picture frames sold in the most expensive shops are of garfish skin. The garfish skin has some wonderful properties, and it is surrounded by some interesting traditions. It is not only capable of being worked up to a beautiful polish, but after it is finished it takes on a wonderful hardness. There is a tradition that its secret was known by certain tribes of Indians, and they used it as an armor. It is certain that a breastplate of garfish skin would resist even a tomahawk, and the impact of any arrow. It has even been established that it can be made hard enough to turn the edge of a spear or knife.

Codfish are so commonly regarded as a standard food that it is hard to dissociate the name from that of the fish. Nevertheless many codfish in some parts of the world are caught largely for their skins, which can be tanned to unusual toughness. The "hide" of the cod, as its covering when tanned may well be called, can be utilized for shoes and gloves to good advantage.

Every expert tanner to-day, who knows the skin of the denizens of the sea, who is familiar with the leather from seals, otters, walrus and all the other water beasts, will testify that there is nothing more beautiful that comes to him in the way of trade than shark skin. It is a bluish gray in color, and of a tone that makes it seem burnished. It is easy to handle and tough, and lends itself remarkably well to decorative leather effects. The skin of a shark has its surface dotted closely with an infinite number of tiny prickles, only to be seen under a magnifying glass, and it is the effect given by them that makes the burnished appearance.

From Turkey comes the "argal fish" (as its Oriental name is best translated), horrifying to look at, but its skin provides a green leather that is one of the very best in the trade. Eel skin is admirable for long, strong leather strips. One of its most successful uses is for braiding into whips.—(P. A. Wallis American Exp., N. Y.)

AUTOMATIC TELEPHONES.

FORTHCOMING DEVELOPMENTS IN LONDON SERVICE.

The General Post Office authorities have under consideration the development of automatic telephone exchanges, and investigations are being made into the system. Although automatic telephones are largely in operation in America, "from the fact that at Grand Rapids, without any manual assistance, the system is not familiar to most Englishmen; but the Lottier system, which is a Canadian invention, was tried in Lyons by the French Postmaster-General Simy in 1905; and a German system was installed in Hildesheim in 1907. The German machine is like a clock with indicating numbers 0-9, connected to the automatic exchange. To each number there is a hole, into which the finger is inserted, and the disc turned as far as it will go. Thus, to ring up 6555, the finger is inserted in hole 6, the disc turned and released, and the finger inserted in 5, and so on, until the numbers are finished, and the finger is inserted in 0 likewise, and the connection is complete. The automatic system is also in use in Canada, and Mr. Neil, president of the Lottier Canadian Company, has related in this country how at Peterborough (Canada) the exchange was locked up at 11 p.m. until 6 go the next morning, the mechanism being left to work by itself. But, according to some experts, the absolutely automatic exchange is most suitable for small centres; the increased mechanism required for intercommunication in large centres with many exchanges would be very complicated and require extensive supervision by experts. The National Telephone Company has made a trial of a small automatic system at 1880, and got the subscribers' assistance from an operator at the exchange, but with the growth of the system it ceased to work well. As has been said, for London, where the Post Office telephone alone deals with some 1,250,000 calls in the 24 hours, no system can be adopted until it has been thoroughly proved. But although there is another difficulty in London in the privy to rich exchanges, where numbers of subscribers ring up the same number, it must be remembered that telephone developments move quickly.

NOTICE OF REMOVAL.

WE have this day REMOVED to 47, DES VIGUEUX ROAD, CENTRAL, THE MANAGER, "Hongkong Telegraph Company, Limited."

Ho Kong, 28th November, 1910.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells, or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

PARTICULARS OF THE LOTS.

The lot by Public Auction Sale, to be held on MONDAY, the 14th day of December, 1910, at 3 P.M. at the Public Works Department, by Order of His Excellency the Governor, of the right to quarry stones on the following lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day of January, 1911, up to and including 31st day of December, 1915.

PARTICULARS OF THE LOTS.

| No. | of Registry No. | Locality. | Contents in Acres. | Upset Annual Crown Rent |
|-----|--|---------------|--------------------|-------------------------|
| 1 | Ngau Hi Wan Quarry Lot 1, 2 and 3. | Ngau Shi Wan | 6.13 | 2,052 |
| 2 | Ngau Shi Wan Quarry Lot No. 4. | Do. | 6.50 | 500 |
| 3 | Ngau Tau Kok Quarry Lot A, 1-5 and 7-24. | Ngau Tau Kok | 10.65 | 3,100 |
| 4 | Sai To Wan Quarry Lot B, 1-16. | Sai To Wan | 6.5 | 1,000 |
| 5 | Cha Kwo Liang Quarry Lots C, 1-30. | Cha Kwo Liang | 24.36 | 3,300 |
| 6 | Lyemau Quarry Lot D. | Lyemau | 16.44 | 3,800 |
| 7 | Ma Tan Kok Quarry Lot No. 7. | Ma Tan Kok | 6.75 | 1,600 |
| 8 | Ma Tan Kok Quarry Lot No. 8. | Do. | 4.60 | 2,000 |

Hongkong, 28th November, 1910.

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by Members of the Eastern Reservation or by Members of the Eastern Reservation or by Members of the Eastern Reservation or by Members of the Eastern Reservation, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

The word "Throughout" used in this notice means that the Houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and on the East by the Victoria Harbour.

The Eastern Division of Kowloon is bounded on the North by the Victoria Harbour and on the South by the New Territories.

The Government Lime-washing Contractor is prepared to Cleanse and Lime-wash Floors at the rate of 95 cents per floor on application being made to the Secretary of the Sanitary Board.

Dated this 28th day of November, 1910.

W. BOWEN ROWLANDS, Secretary.

HONGKONG AVERAGE MARKET PRICES.

Corrected 24th Nov., 1910, 100 lbs. per 8 days

BUTCHER MEAT.

| | Cents. |
|--|---------|
| Beef sirloin & prime cut—Mei Lung Pa | 20 |
| " Corned—Ham Ngau Yuk | 22 |
| " Roast—Shin | 22 |
| " Breast—Ngau Lam | 15 |
| " Soup, Tong Yuk | 20 |
| " Steak—Ngau Yuk Pa | 22 |
| " Sliced—Ngau Lam | 10 |
| " Sausages—Ngau Yuk Chung | 20 |
| Bullock's Brains—Know | per set |
| " Tongue fresh—Ngau Li | each |
| " Corned—Ham Ngau Li | 60 |
| " Head—Ngau Tam | 85 |
| " Heart—Ngau Sam | per lb |
| " Hump, Salt—Ngau Kiu | 12 |
| " Feet—Ngau Kiu | each |
| " Kidneys—Ngau Kiu | 12 |
| " Tail—Ngau Mei | 12 |
| " Liver—Ngau Oon | 12 |
| " Trips (addressed)—Ngau To | 6 |
| Galves' Head and Feet—Ngau-chai-tan-kook | \$1.00 |
| Mutton Chop—Young Pal Kwai | 22 |
| " Leg—Young Pal Kwai | 22 |
| " Shoulder—Young Shao | 22 |
| Pigs' Chittlings—Chi cheong | 22 |
| " Brains—Chi Know | per set |
| " Feet—Chi Kook | 12 |
| " Fry—Chi Chak | 25 |
| " Head—Chi Tan | 15 |
| " Heart—Chi Sam | 13 |
| " Kidneys—Chi Yiu | 12 |
| " Liver—Chi Kiu | 10 |
| Pork Chop—Chi Pal Kwai | 20 |
| " Corned—Ham Cha Yuk | 12 |
| " Leg—Chi Pal Kwai | 14 |
| " Fat or Lard—Chi Yau | 12 |
| Sheeps' Head and Feet—Young Tau | 12 |
| " Kook | 10 |
| " Heart—Young Sum | each |
| " Kidneys—Young Yiu | 12 |
| " Liver—Young Con | 12 |
| Sucking Pig, To Order—Chi Chai | 21 |
| Sent Beef—Sang Ngau Yau | 21 |
| Vent—Ngau Chai Yuk | 10 |
| " Sausages—Ngau Chai Yuk Tong | 20 |

POULTRY.

| | Cents. |
|------------------------------------|----------|
| Chicken—Kai Chai | 28 |
| Geese, Large, Small—Sia Kai | 28 |
| Ducks—Ap | 13 |
| Doves—Pan Kan | each |
| Eggs, Hen—Kai Tan | per doz. |
| Fowls, Canton—Kai | 20 |
| " Hainan—Hoi Nam Kai | 20 |
| Geese—Ngo | 24 |
| Geese, Wild Shanghai—Sheng Hoi Ye | 1.60 |
| Musk Deer—Woong Keng | 3.00 |
| Hares—Yu Chai | 60 |
| Partridges—Chi Kiao | 60 |
| Pheasants—Shan Kai | 51.50 |
| Pigeons, Canton—Pak Kuo | each |
| " Hothow—Hothow Pak Kuo | 12 |
| Quail—Wan Chai | 18 |
| Rice Birds—Wo Fa Chien | dozen |
| Silps—Sa Chai | each |
| Turkeys, Cock—Fo Kai Kung | each |
| " Hen—Na | 45 |
| Wild Ducks, Shanghai, Solap | 1.35 |
| Tail, Shanghai, Solap | 20 |
| Wild Ducks Canton—Sang Shing Solap | 1.10 |

FISH.

| | Cents. |
|------------------------------------|--------|
| Burbot—Ka Ye | 9 |
| Bream—Bin Ye | 10 |
| Canton Fresh Water Fish—Hoi Sin Ye | 10 |
| Garp—Li Ye | 20 |
| Gatfish—Chik Ye | 20 |
| Goddish—Mun Ye | 20 |
| Grabs—Hal | 16 |
| Grubs—Hal | 16 |
| Grubs—Hal | 16 |
| Dab—Sa Wang Ye | 14 |
| Dace—Wong Mei Lee | 14 |
| Dog Fish—Th To Sa | 14 |
| Kels, Gongor—Hal Man Ye | 15 |
| " Fresh water—Tan Sol Ye | 16 |
| " Yellow—Wong Sin | 16 |
| Fry—Tien Kai | 16 |
| Garnet—Sak Fao | 16 |
| Gudgeon—Zak Kuo Ye | 16 |
| Herrings—Tao Pak | 16 |
| Halibut—Chung Kwan Ye | 16 |
| Labrus—Wong Kwan Ye | 16 |
| Loach—Wo Ye | 16 |
| Loach—Wong He | 16 |
| Mackerel—Chi Ye | 16 |
| Monk Fish—Mon Ye | 16 |
| Mullet—Chai Ye | 16 |
| Oysters—Sang Hoo | 16 |
| Parrotfish—Zak Kung Ye | 16 |
| Perch—Tan Yau | 16 |
| Pike—Fa Paw Poong | 16 |
| Plaice—Pan Ye | 16 |
| Pomfret, Black—Hak Chong | 16 |
| Pomfret, White—Pak Chong | 16 |
| Prawns—Ming He | 16 |
| Rays—Pal Pa Si | 16 |
| Rock Fish—Sik Kan Kung | 16 |
| Seahorse—Chai Ye | 16 |
| Solap, (Wong), fresh water—Ka Ye | 16 |

Fruits.

| | Cents. |
|--------------------------------------|--------|
| Shark—Sa Ye | 9 |
| Skate—Po Ye | 10 |
| Shrimps—Ha | 14 |
| Snapper—Lap Ye | 26 |
| Soles—Tat Sa Ye | 12 |
| Teach—Wan Ye | 18 |
| Turbot—Chai Hoi Ye | 22 |
| Turtles, small, fresh water—Kook Ye | 60 |
| White Bait—Ngau Ye Chai | — |
| Almond—Hing Yau | 35 |
| Apples, (California)—Kam San Ping | 10 |
| " (Cheloo)—Tin Chun Ping | 12 |
| " Small—Hoi Tong | 12 |
| " Castard—Fan Lai Chi | — |
| Bananas, (Canton), Canton—Sang Shing | 3 |
| " (Hainan), Macao—San Hing Chai | 4 |
| Chestnuts, Chinese—Fong Lut | 10 |
| Carambols—Young Tau | 12 |
| Cocoanuts—Yeh Tse | 12 |
| Grapes—Sia Tai Tse | 26 |
| Lemons, China—Ning Moong | 6 |
| " Amer.—Kum San Ning Moong | 8 |
| Lichees, Small Stone—Lai Chi Con | 10 |
| " Fresh, Lai Chi | — |
| Limes, (Siam)—Sai Kung Ning | 7 |
| Mango, Manila—Lai Sung Moong | 18 |
| Mango, Saigon—Sai Kung Moong | 18 |
| Mangosteens, Siam Chai Tse per doz. | 7 |
| Oranges, Tim Ching | 7 |
| " Small—Tat Kuo | — |
| " Mandarin—Tin Kuo | — |
| Olives—Fat Lam | — |
| Passion Fruit | — |
| Pears, (American)—Kam San Shui Li | 11 |
| " (Canton), Cooching—Si Li | — |
| Peanuts, Fa Sang | 10 |
| Perseimons, Large—Hing Chai | 7 |
| Pine-apples, 1st quality—Shung Poon | 16 |
| " 2nd quality—Chung-tang | — |
| Platales—Tat Chai | — |
| Pineapples—Hing Lai | — |
| Pineapples, Siam—Chai Lo Yau | 16 |
| Walnuts, Hoi Ton | 18 |
| " Green—Sang Hoi Ton | — |
| Shanghai Lo Kwai | — |

VEGETABLES, &c.

| | Cents. |
|---------------------------------------|--------|
| Artichokes, Shanghai—Shung Hoi Ah | 7 |
| Chai Chai | — |
| Beans, (French) Macao—Oh Moon Pin | 10 |
| " (Canton), Shanghai—Shung Hoi | 10 |
| Beans, Sprout—Ah Chai | 10 |
| Beans, Long—Tan Kuo | 7 |
| Beet Root—Hing Chai Tan | each |
| Brinjals, Green—Chung Yuen Ker | 4 |
| Brinjals, Red—Hing Ker | 4 |
| Bamboo Shoots—Ohook Shun | 10 |
| Cabbages, Chinese, Canton—Kai Choy | 3 |
| Cabbages, Red—Kai Lan Tan | each |
| Cabbages, (Shanghai)—Yeh Chai | 8 |
| Cane Shoots, bunch—Kau Shun | 1 |
| Cauliflowers, Large size—Tat Yeh Chai | 12 |
| " Small size—Chung Yeh | 10 |
| Choi-fai | 10 |
| Cauliflowers, Small size—Sai Yeh Chai | 8 |
| Cucumbers—Kam Shun | 6 |
| Celery, Chinese—Tong Kan Choy | 4 |
| Celery, English—Young Kan Chai | 5 |
| Celery, White—Pak Yung Kan Chai | 10 |
| Chillies, Dried—Con Lai Chai | 20 |
| " Red—Hing Fa | 10 |
| " Green—Chung Lai Chai | 20 |
| Curry Stalk, English—Ka Lee Chai | 5 |
| Cucumbers—Chung Kwa | 1 |
| Bitter Squash—Fu Kwa | 8 |
| Garlic—Sung Tai | 8 |
| Ginger, young—Sung Tai Kung | 5 |
| " old—Lo Kung | 10 |
| Horseradish, Shanghai—Lik Kan | 10 |
| Indian Corn—Suk Mai | 4 |
| Lettuce—Young Sang Chai | 4 |
| Water Chestnuts—Ma Tai Ma Tai | 6 |
| Mushrooms, fresh—Sung Chai Kuo | 48 |
| Mushrooms, Bombay—Young Chong Tan | 7 |
| " Green—Sung Chong Tan | 4 |
| " Shai—Shung Hoi Chong Tan | 4 |
| " Japan—Yat Poon | — |
| Okra—Mo Ker | 8 |
| Parley, English—Young Du Sai | 10 |
| Green Peas—Chung Tan | 10 |
| Portulaca, Sweet—Fan Shai | 6 |
| " Shanghai—Shung Hoi Shai | — |
| " Tail | 4 |
| " Japan—Yat Poon Shai Tai | 8 |
| " American—Fa Ki | 8 |
| " Yoccoh—Fak Chai Shai Tai | 8 |
| " Mince—Oh Moon | — |
| Pumpkins—Young Kwa | 1 |
| Radish—Hing Lo Pak Tai | 4 |
| Rhubarb | — |
| Shallots—Con Chong Tan | 6 |
| Spinage (Chinese)—Pai Chai | — |
| Spinage—Yin Chai | 5 |
| Tomatoes—Yat Kuo | |

DRUGS TO BE DUMPED OUTSIDE
HABBOUR LIMITS.

The Chi Amian who was remanded from last week for being in unlawful possession of 200 lbs of loche opium, was brought up again before Mr. E.R. Hallifax at the Police Court this morning on the above charge. Mr. W.E. Jackson, of Messrs. Deacon, Lonker and Deacon, appeared for the defendant, and stated that the stuff was sent to be analysed and was found to contain 3% of opium.

Mr. Hoggarth, Chief Excise Officer, said he was prepared to withdraw the charge on the understanding that the defendant would engage to have the opium dumped outside harbour limits, which was agreed to.

It will be remembered that the substance is part of a consignment of raw opium imported into the Colony some time ago and was seized in connection with a liquidation case and was finally ordered by the Harbour Office authorities to be shirked with kerosene oil and destroyed. Some of it was dumped into the sea, and some in dust boats. The quantity which was the subject matter of the charge was taken from the dust boats and was brought before the Court on several occasions.

LLOYD'S REGISTER.

GREAT BRITAIN HAD MORE THAN HALF OF WORLD'S VESSELS AFLOAT.

The annual report of Lloyd's Register of Shipping has just been issued and shows that 10,314 merchant vessels registering over 100,000 tons gross held classes assigned by the committee of Lloyd's Register, 6,650 of these vessels with a tonnage of 33,000, 16,300 British, the rest being foreign, 543 new vessels were classed during the year, 604 of which were steamers.

A new set of revised rules for the construction of steel ships was issued by the committee during the year, and has been met with satisfaction by the shipping community all over the world.

Regarding the increased use of internal combustion engines and oil engines for large vessels, the report has the following to say:

"The use of Internal Combustion Engines for marine purposes has hitherto been confined to small vessels and yachts, but the possibility of the use of this description of engine as the motive power of large vessels is now becoming a question of immediate and practical importance.

The Internal Combustion Engines in their general use on land and also their use in small vessels are worked on the 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 136

CLAIM FOR MONEY LENT.

This morning in the Original Jurisdiction of the Supreme Court—before Mr. Justice Huxford—a case was called in which Chao Hing Yui, trader, No. 21 Graham Street, sued Yeung Lun Sal, trader, No. 50 Des Voeux Road Central, for \$150, being money lent.

Plaintiff, under examination, stated that the money paid in dispute was paid over in the form of a promissory note (produced). The note was signed by the defendant and handed over to witness. No money passed; it was a transfer. Witness was formerly a clerk with Edward Lee & Co., of which firm defendant's son was a partner. Witness had entered into the employment of this company to act as a clerk under a bond of \$200, which he deposited with the defendant's son as a security of the firm. When they stopped business in August, witness went to the defendant and demanded repayment of his deposit but did not get it. Afterwards he went to defendant (the defendant's father) and obtained this promissory note from him.

The case for the defendant was that the plaintiff had threatened the former and said that he would put him in jail if the money was not paid.

After further evidence had been led, the case was adjourned.

THE BUILDING COLLAPSE.

RECOVERING THE BODIES.

As was reported in our issue of yesterday, a serious building collapse occurred at No. 15 and 17 Aberdeen Street shortly after one o'clock. When we went to press, the number of casualties had not been ascertained, but it was thought that the number was considerable. This morning the bodies of the victims were recovered. How they escaped utter destruction remains a marvel.

When the roof and the three floors were all hurled to the ground level leaving only the outside wall standing, it appeared to be a terrible sight. A single person in the roomed houses could have escaped. Yet quite a number of the residents came off with

HARDLY A SCRATCH. In most of these cases, too, they ran off as fast as their legs could carry them. Others, again, who had been trapped only slightly too late to escape, were rescued by the fire brigade, the Sanitary Board, and the Public Works Department, and their injuries were not serious. The fire brigade and the Sanitary Board were called in to rescue the injured from the debris. The work done by the rescue parties cannot be too highly praised. The rubbish inside the houses was removed and thrown out into the street and the bodies were carried away by Sanitary Department coolies. Several of the rescued were severely injured but they had to be carried to hospital. Few of the bodies were recovered. The party called in at 10 o'clock found the bodies of the victims.

All through the night the work was carried on by relays, and the morning was proceeding as hard as ever. The work will have been finished by noon, but the clearing away of the debris will not be completed for some days yet. It is feared that there are still three or four bodies buried beneath, and little hope is entertained that they are alive.

FACTS ABOUT THE KOWLOON CANTON RAILWAY.

This line is just over 23 miles in length. The construction commenced under the direction of the Public Works Department in the latter part of 1905.

The first run over the complete section was made on July 28, 1910.

There are altogether 47 bridges on the section. The longest is 200 feet in length.

The tunnels number five, of which the first is the longest and the second the shortest.

The longest tunnel is that at Tacon Hill over 700 feet. It was started in January, 1907, and the head was met in May, 1909.

The first man to rough the Beacon Hill tunnel was a Chinese excavator, who was closely followed by a Malay and a Chinese.

There is ten per cent. of tunnelling on the section in relation to the length of the line.

With two small big stations there are altogether eight stations on the section.

One of the biggest jobs on the railway was the Kowloon Point reclamation, which covers an area of 41 acres.

At one time there were no fewer than between 4,000 and 5,000 men at work including British, Indian, and Chinese.

There will be four locomotives and about 60 cars of various kinds at work when the railway is fully working.

The total cost of the section will be over \$1,000,000.

The cost of running the section for the first year is estimated by Government at \$125,000. In traffic receipts the Government anticipates receiving a sum of \$37,000 during the first two months.

THE "MANCHURIA'S" SPEED.

Since leaving Peking on the present homeward voyage, the P.M. steamer *Manchuria* has been doing some good sailing. The following is a record of the run:

Days hours mins. average
Mantle to Shanghai 3 4 5 14.2
Shanghai to Nagasaki 1 2 3 6.9
Nagasaki to Kobe 2 3 4 6.9
Kobe to Yokohama 2 3 4 6.9

A YEAR AS LORD MAYOR.

SIR J. KNILL'S IMPRESSIONS.

NOT GLAD IT IS OVER.

There is something about the position of Lord Mayor of London that immediately appeals to the popular imagination. It is from this illustrious office that the Mayor of London has been invested with the most important duties of the city, and a number of old traditions and customs are still observed.

Many have wondered, perhaps, what it is like to be at the Mansion House for a year, and with a view to ascertaining this a representative of the "Pall Mall Gazette" had an interesting talk with Sir John Knill, whose term of office as Lord Mayor is coming to a close.

"It has its joys and its trials," said Sir John, "but notwithstanding, I am not glad it is all over. I shall leave the Mansion House with many regrets."

"To be perfectly frank, it represents two months' hard labour, a fact I have often remarked in a jocular way to some of the Metropolitan police. You are at the beck and call of every one; you are placed in a pedestal, the limelight is turned on, and should you make a false step it becomes known far and wide."

"My year of office, however, I shall look back upon as one of the happiest years I ever spent. But it has exacted its penalty. I came into the Mayor's office perfectly fresh, but I go out of it feeling considerably less so."

PROCESSION'S "CIRCUS" ELEMENT.

Alluding to the Lord Mayor's procession, Sir John Knill expressed his delight at the reception accorded to the Lord Mayor and himself. He was very glad, he declared, to abolish the "circus" element in it because he and his father before him failed to see its appropriateness and wondered what possible connection it had with the Lord Mayor's position.

"My own view," he added, "is that the procession should be dignified. The spectacle of a shivering on the top of the gables of a building is a disgraceful thing."

Sir John approached his high office, he explained, with some dread and a fear that he would be inadequate to fill his responsibilities. "But the anticipation was worse than the reality. I had my own mind to do all I could to keep up the old traditions and privileges of the City, and to carry on the work in as dignified a manner as possible."

"No," he remarked, in reply to an interrogator, "I had it the beginning of my public life, although I was asked many times what I was going to do. Subsequently, however, I determined to mark my year of office by promoting the fullest extent a scheme of improvement with which the Planners' Committee, of which I was twice Master, has closely identified itself."

The lamented death of King Edward threw a cloud over the Mansion House, at the same time increasing the duties of the Lord Mayor.

The only Royal personage entertained by Sir John Knill was the young and illustrious King of Portugal, who today, by a dramatic change of fortune, is throneless.

"I was delighted with the grace and perfect deportment of the young King," he said, "and greatly admired his simple, frank, and open expression."

It may not be altogether surprising to gather from the Lord Mayor that the jangling which is inseparable from his office occasionally becomes irksome.

"One of the greatest trials at the Mansion House," he remarked, "are the ever long banquets. Night after night they come with an almost wearisome regularity, and when it is remembered that the Lord Mayor has also fixed engagements in the morning as well, it must be said that he is bearing the burden of a high end. At the same time there is a good deal of enjoyment to be extracted out of these functions."

THE BANQUET TRIALS.

"The number of banquets I have attended? Well, that is not easy to calculate. It is a well-known principle that the Lord Mayor gives, in return for a banquet, about twice as much as a Sheriff. And if, at one of these banquets, the other evening at the Grosvenor, the Lord Mayor was invited to give a banquet, he would be invited to give a banquet."

Invited to discuss the King's Memorial for London, the Lord Mayor said he had no particular predilection in favour of any scheme. Before that memorial became necessary, however, he had, Sir John said, a great desire to see the removal of the Zoological Gardens to the Crystal Palace.

"It would be better for the animals," he added, "and would also be a great attraction to the Palace, which needs something more to make it a popular pleasure resort."

In conclusion, the Lord Mayor made a few closing remarks to the way in which the Lady Mayoress had assisted him. He also spoke of the help given him by Sir William Peel (his secretary) and others.

DIG EARTHQUAKE AT SEA.

Mr. H. O. Barnard informs us that "as an earthquake was registered at the Colombo Observatory." It began at 11.55 8 minutes a.m. standard mean time, the vibrations reaching a maximum at 12.3 8 p.m. and lasted till 3 p.m. the calculated distance from Colombo being 700 miles. This appears to be the largest seismic disturbance yet recorded at the Colombo Observatory. It is, however, unlikely that much damage is done, as the sea is almost certainly at rest, hence any land that has been affected will not have received the full strength of the shock.—*Times of Ceylon*.

HEAVY STORM IN JAPAN SEA.

SEVERAL WRECKED.

On the morning of the 16th inst. an exceptionally violent storm raged in the Japan Sea, a message from Tsingtao, and from the coast, was received, the coast, the pier at Tsingtao was entirely broken and several ships were wrecked. Four of the ships were River Kyo, all the embankments were not washed away but every ship which had taken refuge there was wrecked. Fortunately, the large steamers escaped.

OLD MALAYA.

BRITISH MERCHANTS' CRUISE IN 1892.

In the year 1892, Captain James Lancaster set sail for the East by way of "Cape of Good Hope" and "Zanzibar" on the back of Africa. The squadron consisted of the "H.M.S. Fenella," the "H.M.S. Royalist," and the "H.M.S. Adventure," and the "H.M.S. Peacock," with Captain Lancaster, the "admiral," and all the officers and crew on board. The "H.M.S. Royalist" was sent back to England, when they reached Agaña (Saldanha), and off Cape de Constança the "H.M.S. Peacock," with Captain Lancaster, the "admiral," and all the officers and crew on board, was lost in a mighty storm and extreme gusts of wind.

Captain Lancaster, having vainly sought for the lost ship, continued his voyage to the East, and Bonaventura to Malacca. The account of the voyage was written from the mouth of Edmund Barker, of Ipswich, lieutenant on that ship, by the scribe, Mr. Richard Hakluyt, and the "phenomenology" used is very quaint and at times somewhat perplexing for which reason only a few extracts will be quoted.

In May, 1892, the *Edward Bonaventura* "happily doubled Cape Coriri without sight of the east of India," and ran in six days past the Nicobar Isles, also without sight of them, to the "Island of Sumatra," which lies upon the great Island of Sumatra.

The date of the ship's arrival in Malayan waters was the first of June; yet we are told that as "winter" was approaching "with much continuance of rain," Captain Lancaster did not relish the prospect of the monsoon and sailed at once for a few days rest, for the good harbour at Penang, where the anchorage was known to be safe. It may be presumed that "winter" and monsoon were synonymous terms, with sailors in those days. Penang was reached about the middle of June, and the visitors remained there till August, by which time the "winter" had passed.

Penang is described as being then uninhabited but healthy, and Captain Lancaster put some of his crew on shore and sent all his sick aboard, who were numerous, to recruit their strength on land. He found the supply of fresh food for his men very small, as may be supposed when he states through his lieutenant that they could get "only one or two chickens growing on rocks, great wilds, and some few fish which we took with our hooks."

On Penang was found an abundance of trees of white wood so light and tall, that a man may make masts of them being a hundred feet long.

Although all the sick men were landed on this uninhabited island "for their health," nevertheless 6 of them died in this place where John Hall our Master, was one, and Mr. Faoudd Golding another, a merchant of great business and much discretion."

The "winter" having passed, Captain Lancaster watered his ship, and fitted her to go to sea, yet found his crew numbered only 33 and a boy—the boy always a survivor, does he not?—and but 21 of the men were fit for work, 8 of them being sailors. No further delay could be allowed, however, and the passage from Penang to Malacca took place, though the two were never reached, as Captain Lancaster, who had fallen in with a rich "galleon," belonging to the Captain of Malacca, and captured it after a smart fight, "doubtless the forces" of the Portuguese stationed there, wisely altered his course, and steered north to Junk Ceylon, or Sumatra, as he calls it.

This prize was laden with 310 passengers, men, women and children, who escaped ashore at nightfall, and 300 bags of Quatre wine and Nipar wine, which is made of the palm tree, and reason wine which is also very strong."

The ship also was armed with sixteen pieces of brass, and carried "all kind of haberdashery, as hats, red caps, knits of Spanish wool, worsted stockings, shoes, velvet, taffeta, chambray, and silk, rice, venice glasses, false and counterfeited stones from Venice (to deceive the rude Indians withal), abundance of playing cards, two or three packs of French papers," a curious assortment for tropical people whether rude Indians or not.

At Junk Ceylon Captain Lancaster bartered his "Moorish" in that island for Exchangeable Commodities from Europe for pitch to trimme our ship, ambergris, and the horns of the Abath. One of the prisoners, who did not escape, happened to know Malay and acted as interpreter. According to him, the Abath was thought to be a female unicorn which roared the while on the mala la d between Malacca and Pegu, and was "highly esteemed of all the Moors in those parts as a most sovereign remedy against poison." The horns were of a brown-grey colour.

After this brief visit to Malaya, Captain Lancaster sailed for the Nicobar Isles and home on December 8, 1892, as the men previously declined to stay in the East any longer. They landed at Rio on May 4, 1893, after a voyage of 17 months, during which they picked up at St. Helena one of the crew of the *Marchant Royalist*, who had been left there as becoming too ill to continue the journey back to England.

This man, Abraham Kendall by name, was so overjoyed at seeing his old friends of the *Edward Bonaventura* that he became "ill and died" and after eight nights and days of wakefulness died from lack of sleep.

R. W. E. E.

Today's Advertisements.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamer "NILE," Captain E. P. Marle, R.N., will leave for the above ports on THURSDAY, the 1st Dec., at Daylight.

For Freight or Passage, apply to E. A. HEWETT, Superintendant, Hongkong, 29th November, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, MOJI AND MOJI.

THE Steamship "JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 29th November, 1910. [734]

COMMERCIAL.

29th November, 1910.

The following quotations for rubber shares by wire, are supplied by Messrs. S. S. Kadoorie & Co.:

| | |
|------------------------|------|
| Allagars | 5/ |
| Anglo-Javas | 5/11 |
| Anglo-Malays | 5/11 |
| Balgowales | 5/11 |
| Bentams | 5/11 |
| Carey Uniteds | 5/11 |
| Castelfields | 5/11 |
| Changkat Serdangs | 5/11 |
| Choras (part paid) | 5/11 |
| Do (fully paid) | 5/11 |
| Damansaras | 5/11 |
| Eastern Internationals | 5/11 |
| Glencorlys | 5/11 |
| Highlands and Lowlands | 5/11 |
| Indragiris | 5/11 |
| Kammanings | 5/11 |
| Kuala Lumpur | 5/11 |
| Ledburys | 5/11 |
| Liagles | 5/11 |
| London Asiatics | 5/11 |
| London Ventures | 5/11 |
| Morlimans | 5/11 |
| Pajams | 5/11 |
| Pegohs | 5/11 |
| Rubber Trusts | 5/11 |
| Sandycrofts | 5/11 |
| Sapongs | 5/11 |
| Seafields | 5/11 |
| Shelfords | 5/11 |
| Singapore & Johore | 5/11 |
| Sungel Choks | 5/11 |
| Sungel Kapars | 5/11 |
| Tangkabs | 5/11 |
| Toorangis | 5/11 |
| United Serdangs | 5/11 |
| United Sumatras | 5/11 |
| United Langkats | 5/11 |
| Duff | 5/11 |
| Tronohs | 5/11 |
| Para Rubber | 5/11 |

Events Coming.

Wednesday, 30th November.

St. Andrew's Ball.

Geo. P. Lammer's Auction Sale of launch.

Saturday, 3rd December.

Boxing at City Hall, 9 p.m.

Bazaar at St. Paul's College.

Tuesday, 6th December.

Bazaar at St. Andrew's Hall in aid of Asile de la Sainte Enfance.

Wednesday 7th December.

Geo. P. Lammer.

Wednesday, 21st December.

Hongkong Philharmonic Society Concert.

Friday, 23rd December.

Police Ball.

Saturday, 31st December.

Concert at Club Germania.

8 Ships Passed The Canal.

25th October—Australian, Benary, China Wo, Carnarvonshire, Glenish, Kleist, Sarpa, 26th October—Durbin, Charles, Kermus, Kilaia Maru, Polynesian, Jaxon, at November—Bratila, Cayon, Denzation, Glenlogan, Kaga Maru, Salmoia, Welsh Prince, 4th November—Hyson, Nils, Syria, Polynesian, Farra, 8th November—Rubonia, Jaurilyda, Myren, Far, Fambrokhira, Benary, 11th November—Ambrin, Alisa, Maru, Jy Maru, Maru, 14th November—Chlor, Chlor, 15th November—Nora, Scandila, 16th November—Dadala, Indragiris, 18th November—Achilla, Ozonion, Promethius, Silis, Alisa, 21st November—Banyorith, Nippon, Glenickly, Gabon, Indragiris, 22nd November—Antunor, Brigawia, Hira Maru, 23rd November—Glamorganshire, Pelus, Tourane, Vach.

Arrivals at Home—25th October—Dionid, 27th October—Nulia, 28th October—Bel-lorophin, Silula, Tourane, 1st November—Braemar, Carnarvonshire, Sarphid, Seneca, Spasia, 4th November—Duffing, Kilaia Maru, Laxer, 8th November—Kangas Maru, Nulia, Canada, Dionid, Chlor, 11th November—Libria, Vach, 15th November—Duffing, 18th November—Albana, Myrmidon, Fries, 21st November—St. Patrick, 23rd November—Syria, 24th November—Jy Maru, 25th November—Ozian, Wale, Pelus.

Intimations.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
BTER.
PRICES:
4 Dn. Quarts \$ 1.10 per case
8 Dn. Pints \$ 1.10 per case
OF ALL
WINE
MERCHANTS.

Intimations.

THE DAIRY FARM CO., LIMITED.
CHOICE AUSTRALIAN
BEEF,
LAMB,
MUTTON,
RABBITS
AND
HARES.

CHINESE IMPERIAL RAILWAYS.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

THE First Section of the above Railway from CANTON (Tai Sha Tou) to SIEN TSUN will be opened to traffic from the 6th December, 1910.

TIME-TABLE.

In force from 6th December, 1910 until further notice.

| | | Passenger Trains. | | |
|--------|----------------------|-------------------|------------|-----------|
| Miles. | STATION. | No. 1 | No. 2 | No. 3 |
| | | Daily | Week days. | Sundays |
| | CANTON (Tai Sha Tou) | A.M. 7.00 | P.M. 1.00 | P.M. 3.00 |
| 3.5 | SHIEK PAI | 7.00 | 11.00 | 2.11 |
| | | 7.11 | 11.11 | 2.13 |
| 7.50 | OHE PI | 7.11 | 11.11 | 2.13 |
| | | 7.22 | 11.22 | 2.29 |
| 12.58 | WU CHUNG | 7.19 | 11.39 | 2.43 |
| | | 7.41 | 12.41 | 2.45 |
| 17.09 | NAM KONG | 7.51 | 12.51 | 2.59 |
| | | 7.51 | 12.58 | 3.04 |
| 21.67 | SUN TONG | 8.10 | 1.10 | 3.10 |
| | | 8.11 | 1.11 | 3.21 |
| 23.51 | TONG MEI | 8.21 | 1.21 | 3.27 |
| | | 8.21 | 1.28 | 3.38 |
| 25.54 | NGA YEO | 8.31 | 1.31 | 3.40 |
| | | 8.40 | 1.40 | 3.51 |
| 29.00 | SIEN TSUN | | | |

SIEN TSUN TO CANTON (Tai Sha Tou).

| | | Passenger Trains. | | |
|--------|----------------------|-------------------|------------|-----------|
| Miles. | STATION. | No. 4 | No. 5 | No. 6 |
| | | Daily | Week days. | Sundays |
| | SIEN TSUN | A.M. 9.15 | P.M. 2.15 | P.M. 4.10 |
| 3.48 | NGA YEO | 9.24 | 2.24 | 4.21 |
| | | 9.28 | 2.28 | 4.23 |
| 5.39 | TONG MEI | 9.33 | 2.33 | 4.30 |
| | | 9.39 | 2.39 | 4.34 |
| 7.33 | SUN TONG | 9.44 | 2.44 | 4.40 |
| | | 9.44 | 2.48 | 4.42 |
| 11.91 | NAM KONG | 10.00 | 3.00 | 4.57 |
| | | 10.00 | 3.00 | 5.01 |
| 18.42 | WU CHUNG | 10.17 | 3.17 | 5.15 |
| | | 10.21 | 3.21 | 5.17 |
| 21.10 | OHE PI | 10.32 | 3.32 | 5.31 |
| | | 10.38 | 3.38 | 5.34 |
| 25.37 | SHIEK PAI | 10.40 | 3.40 | 5.47 |
| | | 10.53 | 3.53 | 5.49 |
| 29.00 | CANTON (Tai Sha Tou) | 11.02 | 4.02 | 6.00 |

By ORDER, THE ADMINISTRATION. [736]

Hongkong, 29th November, 1910.

THE BIYOU SCENIC THEATRE.

TO-NIGHT.

A COMPLETE CHANGE OF PICTURES.

And Every Night at 7.00 and 9.00 o'clock.

MATINEES SATURDAYS AND SUNDAYS, AT 4 P.M.

WORLD'S WORLD'S WORLD'S WORLD'S

VAUDEVILLE TURNS

EXHIBITION OF CLUB SWINGING.

Mr. A. COLLINS.

Corset, So,ist, Mr. ELLIOTT,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 1 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

| From Hongkong. | From St. John. |
|---|---------------------------------|
| "EMPRESS OF JAPAN" SATURDAY, DEC. 17TH. | "ALLAN LINE" FRIDAY, JAN. 13TH. |
| "EMPRESS OF CHINA" SATURDAY, JAN. 14TH. | "ALLAN LINE" FRIDAY, FEB. 10TH. |
| "MONTAGLE" WEDNESDAY, JAN. 19TH. | "ALLAN LINE" FRIDAY, MAR. 10TH. |
| "EMPRESS OF INDIA" SATURDAY, FEB. 11TH. | "ALLAN LINE" FRIDAY, APR. 7TH. |
| "EMPRESS OF JAPAN" SATURDAY, MAR. 11TH. | "ALLAN LINE" FRIDAY, MAY 5TH. |
| "EMPRESS OF CHINA" SATURDAY, APR. 8TH. | |

"Empress" Steamers will depart from Hongkong at 7 a.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car) while crossing the American Continent by Canadian Pacific direct line) £11.10/-

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class via Canadian and American Routes.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

| For | Steamship | On |
|----------------------------|------------|----------------------------|
| SHANGHAI | CHONGSHING | WED. DAY, 30th Nov., No n. |
| SCAPORE, PENANG & CALCUTTA | CHONGSHING | WED. DAY, 30th Nov., Noon. |
| MANILA | CHONGSHING | SATURDAY, 3rd Dec., Noon. |
| LOOHSANG | CHONGSHING | SATURDAY, 9th Dec., Noon. |
| SHANGHAI, KOBE & MOJI | KUISANG | WED. DAY, 14th Dec., Noon. |

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kuisang*, *Nagasaki* and *Fukushima* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & fully qualified engineers are also carried.

Steamers have superior accommodations for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shao, Tientsin & Newchwang.

For Freight or Passage, apply to JASONE MATHESON & CO., LD. General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamship | To Sail |
|---------------------------|-------------|-------------------|
| LOILO & CEBU via AVOY | "SUKOKIANG" | 30th Nov., 5 P.M. |
| SAMARANG & SOERABAYA | "SUKOKIANG" | 1st Dec., 4 P.M. |
| SHANGHAI | "CHIEN CHU" | 1st Dec., 4 P.M. |
| SHANGHAI | "AH HUI" | 3rd Dec., 4 P.M. |
| MANILA | "KAIFONG" | 6th Dec., 4 P.M. |
| MANILA, ZAMBOANGA & ATOLE | "CHANGSHI" | 17th Dec., 4 P.M. |

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANGI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARE. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chosen*, *Linan*, *Chinbei*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo en route to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to SHIPWELL & CO., AGENTS.

Telephone No. 16. Hongkong, 29th November, 1910.

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Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|---|---------------|------------|-------------------------------|
| VICTORIA and TACOMA via NAGASAKI, KOBE AND YOKOHAMA | "TACOMA MARU" | 6,178 | WED. DAY, 30th Nov., at Noon. |
| VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA | "PANAMA MARU" | 6,059 | TUESDAY, 13th Dec., at Noon. |

The Co's newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| For | Steamers | Leaves |
|---------------------------------------|----------------|---------------------------------|
| TAKAO & ANPING | "SHIMIZU MARU" | WEDNESDAY, 30th Nov., at 2 P.M. |
| TAMSUI via SWATOW and AMOY | "DAIKI MARU" | SUNDAY, 4th Dec., at 10 A.M. |
| ANPING via SWATOW and AMOY | "SOSHU MARU" | WEDNESDAY, 7th Dec., at 8 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOSHOW | "BUJON MARU" | THURSDAY, 8th Dec., at 8 A.M. |

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishiki Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

| 1st Class | 2nd Class | 3rd Class |
|-----------|-----------|-----------|
| £78.00 | \$55.00 | \$27.00 |

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Osaka's Building.

Hongkong, 29th November, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DISTINCTIONS | STEAMERS | SAILING DATES, 1909 |
|--|---|--|
| MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID | AKI MARU, Capt. K. Yamamoto, Tons 7300 MISHIMA MARU, Capt. H. Moore, Tons 9100 KAWACHI MARU, Capt. H. Petersen, Tons 7300 | WEDNESDAY, 7th Dec., at Daylight. WEDNESDAY, 21st Dec., at Daylight. FRIDAY, 27th Dec., P.M. |

VICTORIA, B.C., & SEATTLE SADO MARU, Capt. S. Hirayoshi, Tons 7000 SATURDAY, 31st Dec. FROM KOBE.

VICTORIA, B.C., & SEATTLE AWA MARU, Capt. S. Ishiawa, Tons 7000 TUESDAY, 6th Dec., at Noon.
Kobe, Yokohama, & MOJI INABA MARU, Capt. K. Kawata, Tons 7000 TUESDAY, 3rd Jan., at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY YAWATA MARU, Capt. T. Sekino, Tons 5300 THURSDAY, 22nd Dec., at Noon.
ISLAND, TOWNSVILLE, FRIDAY NIKKO MARU, Capt. M. Yagi, Tons 6300 FRIDAY, 23rd Jan., Noon.

BOOMBAY via SINGAPORE COLOMB MARU, Capt. E. Combes, Tons 5700 TUESDAY, 19th November.

NAGASAKI, KOBE and YOKOHAMA NIKO MARU, Capt. M. Yagi, Tons 6300 WEDNESDAY, 21st Dec., at Noon.

Kobe and YOKOHAMA ATSUTA MARU, Capt. Wm. Thompson, Tons 900 THURSDAY, 6th Dec., at 5 P.M.

SHANGHAI, MOJI & KOBE CRYLON MARU, Capt. Fred. Joyce, Tons 6000 MONDAY, 11th December.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal. RATES OF PASSAGE.

| Steamers | Tons | Leave Hongkong |
|---------------|-------|----------------|
| MIYASAKI MARU | 9,000 | 15th Feb. |
| KITANO | 7,000 | 1st March |
| IYO | 7,000 | 15th " |
| HIRANO | 7,000 | 29th " |
| TAKAO | 8,000 | 14th April |
| KAMO | 8,000 | 28th " |
| AKI | 7,000 | 10th May |
| MISHIMA | 9,000 | 24th " |

To Victoria, B.C. and Seattle, Wash. U.S.A. RATES OF PASSAGE.

| Steamers | Tons | Leave Hongkong |
|----------|-------|----------------|
| AWA MARU | 7,000 | 25th Feb. |
| INABA | 7,000 | 25th March |
| TAKAO | 7,000 | 25th April |
| AWA | 7,000 | 23rd May |

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class 11 rough passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to T. KOSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAVE."

Captain Owen Jones, R.N.R. carrying His Majesty's Mail, will be dispatched from this for BOMBAY, &c., on SATURDAY, the 10th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "ASSAVE" from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "ASSAVE" in London to the "ASSAVE".

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further information, apply to F. A. HEWITT, Superintendent.

Hongkong, 28th November, 1910.

HONGKONG-BOSTON-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" ... WED. DAY, 30th Nov., 5 p.m.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 29th November, 1910. (620)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ST. ALBANS."

Captain Head, will be dispatched as above on SATURDAY, the 10th December, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st November, 1910. (721)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captain | On about |
|-------------|-------|--------------|-----------|
| Hallamshire | 4,420 | C. E. Elliot | 15th Dec. |
| Benbow | 6,232 | F. S. Cowley | 17th Jan. |
| Kumakura | 6,232 | G. B. McGill | 19th Feb. |

Calling at Amoy and Keelung if efficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

MARSH EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings, Hongkong, 28th November, 1910. (61)

Shipping—Steamer.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK. S.S. "SIKH" ... Sailing on or about 15th December.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 26th November, 1910. (72)

Consigners.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship "DENBIGHSHIRE,"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st proxima, at 6 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 1st proxima, at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 25th November, 1910. (730)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proxima, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 9th proxima, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proxima, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1910. (728)

To Let.

TO LET.

A HOUSE in KUT-POO TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 26th November, 1910. (731)

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Auxiliary Office's Quarters. Suitable for Boarding House.

GODOWNS, 15 to 155, PRAYA EAST.

OFFICES, No. 1, CONRAD ROAD, 1st Floor.

A HOUSE in WONG-KEI-CHONG ROAD, OFFICES in YONG BUILDING.

No. 20, DES VIGUE ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The

Tram stop and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proxima, at 11 A.M.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 26th November, 1910. (730)

Hotel.

ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL.
SHAUKIWAN ROAD.
Telephone No. 007.


DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
 Season Tickets \$1 each per month.
 Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.
 Meals a la carte at all hours.
 Dining Rooms can be reserved by application to the Manager.
 A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.
 A Special Car leaves the rink at 11.10 p.m. every night and runs up to the Hongkong Hotel.

W. GALLAGHER,
 Manager.

Hongkong, 24th November, 1910.

Intimations

Denmarks Pride



HEYMANS BUTTER

STENSMEN & CO. Sole Agents

49

PEAK TRAWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 12.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.30 noon ... Every 15 minutes.
12.00 Noon to 1.30 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and
11.45 p.m.

**SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.**

**JOHN D. HUMPHREYS & SON,
General Managers**

JUST RECEIVED AND FOR SALE

THE COMING SEASON'S NOVELTIES

FROM

RAPHAEL TUCK & SONS.

LARGE SELECTION OF

XMAS CARDS

Picture Puzzle Postcards,
Painting Books, Birthday Books,
Tuck's Annual, Working Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE

VEGETABLE and FLOWER SEEDS

GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS

in Single Sets, Packs, and Bags.
All Philatelic Goods.

VIEW POSTCARDS.

MANILA CIGARS and CIGARETTES

etc., etc., etc.

Inspection invited.

GRACA & CO.,
27, Des Voeux Road, HONGKONG.

Hongkong, 18th October, 1910

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

☞ ☞ ☞ ☞ ☞

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

At
No. 17, DES VOGES ROAD CENTRAL,
The old Shop in Hongkong with this name.

WHERE HIGH-GLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co. Firms and other
trading Establishments in the Colony, to
whom references can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.
15th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
"Hongsang 14th November 1890"

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CLARE ROAD, begs most
respectfully to **APPEAL** to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of **NEEDLE WORK.**

Gentlemen's Shirts made to order, and Cuffs
and Dollars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiress will also be most grateful
to any PAIR of well-worn, good to be made
into Bells for the Children of the Poor School-
who are taught by the Sisters.

Hongsang, 14th November, 1890

Wonderful
New
Designs
Special for
Christmas
JEWELLERY
PRECIOUS
STONES
&c., &c., &c.
MOHIDEEN &
CO.,
38, QUEEN'S ROAD
CENTRAL.
Hongkong, 14th November, 1890

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the of the Troops leaving here next month, in S.S. "Rohilla" for home. Any such literature will be gratefully received by the Act Chaplain (Rev. A. B. Thornhill) either at John's Cathedral, or at the Peak Hotel, Hongkong, 14th November, 1890